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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VII. NO. 22. CLEVELAND, O., MAY 28, 1885. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The racehorse Jewett was in port yesterday.

Superintendent D. P. Dobbins paid a visit to this port yesterday.

Freights have stiffened up somewhat this week and it is thought an advance will soon be in order.

The David Dows, this season in Captain Wilson's fleet, brought 2170 tons of ore from Two Harbors.

The schooner S. P. Ely has received two new spars. She will go to Lorain to load coal for Milwaukee.

The schooner Franz Siegel recently on Charity Shoal, Lake Ontario, arrived yesterday apparently uninjured. She had the assistance of the tug Proctor with lighters.

Messrs. Ward & Jackson, shipsmiths, are lining the hatches of the big schooner David Dows. This is the first visit the Dows has made to this point. She will get away this evening.

Captain Kendricks of the Butts, who broke three ribs last week by falling into the hold of his vessel, will leave to join his boat at Milwaukee to-day. He is not suffering much inconvenience from his accident.

The schooner Jura went on Smith's boxes yesterday for refastening. She was overhauled at St. Catharines last winter, where she is owned, and received some new frames and new ceiling and new cabin.

The steamer Milton D. Ward brought down an excursion party from Sarnia Wednesday, the city of Dresden a crowd from Lake Erie ports and the Byron Trerice brought a large party from Dresden and Wallaceburg.

The steamer Keweenaw is being fitted out at Detroit and will at once take her place in Ward's Green Bay and Buffalo Line. The Toledo took on a quantity of freight yesterday at Captain Brett's dock for Green Bay and intermediate ports.

The tug Quayle, in which Warner & Becker, Ward & Jackson, John Thomson and Captain McEacheran are interested, is doing a good business with her tow Zach Chandler, commodore and Peck, in the lumber business, under contract with the Diamond Match Co.

The new iron steamship J. H. Duvereux did not start on her career on Friday last, but a few minutes after low twelve, with 2250 tons of coal on board, with a dratt of 14 feet 1 inch forward and 14 feet 10 inches aft. Mr. Robert Wallace, his wife and daughter took passage as far as Detroit.

The schooner D. K. Clint, recently at the Beavers, was in Globe drydock yesterday for repairs, which consisted only of a piece of new plank in her bottom new stem and bowsprit and jibboom. The steambarge D. W. Rust, having discharged her ore at the Pittsburg slip took her place in the dock last night.

The Leader says "The iron tug Record, manned by Captain William Bates, and her tow have just left this port on the third trip this season. She is thus making a fair record, each round trip consuming about two weeks. With this activity continued, her plucky master is destined to make a good showing at the end of the season." The Record arrived in the Saginaw on the 26th with five barges.

We have had two bridge collisions this week both of which were caused by men in charge of the bridges. The Kate Richmond while being towed to the lumber yards was damaged to the extent of $100 at the C. C. C. & I. and N. Y. P. & O. bridges, and the Wolverine had her stem damaged at the N. Y. P. & O. bridge. Although leaking slightly the Wolverine cleared for Bay City, where repairs will be made. More care should be taken in the management of these bridges.

The Wilson Transit Line and the Ohio Central Barge Line have been consolidated for this season, under the management of Captain Thomas Wilson. The consolidated lines consist of the following first class boats: Steamers George Spencer, Kasota, (both new last season,) Wallula, Hiawatha and schooner Minnehaha of which Captain Wilson is managing owner; and the steamer W. T. Graves, and schooners George H. Adams and David Dows. In addition to this large fleet which is in first class condition and has a carrying capacity of 14,700 tons, Captain Wilson has chartered a number of other boats the tonnage of which will aggregate about 20,000 tons, and all being busy gives good and sufficient evidence that he has not lost his grip on the Lake Superior trade. Captain Wilson is an old pioneer in the Duluth trade and probably thinks the prospects of that vigorous young city are good enough to tie to. The George Spencer and consort David Dows were the first pair of barges in Duluth this season, followed closely by two other pairs belonging to Wilson's fleet, which is noted for being in condition to help any one with early or late shipments at either end of the route in the past and can be relied on with equal confidence in the future. It is noteworthy that in his appointments, Captain Wilson uses judgment which assures him that there will be no occasion for entering protests for cause that can be avoided by thoroughly skilled and competent seamanship. The fact that he has contracts ahead to make a good business for the entire fleet leads us to think he has not assumed control of more tonnage than he can profitably handle. We do not hesitate to say that Captain Wilson will not be one to verify Mr. Vanderbilts, statement that he will have "all vessel owners working on farms before the end of the present decade," and that he does not take any stock in the prophecy.

TOLEDO.

Special to the Marine Record.

Freights are dull and very little doing at 1½ cents on wheat to Buffalo and Erie and 50 on coal to Milwaukee.

Schooner Rival left with a cargo of coal for Bellville, Ont., freight $1.10 free. This is the first cargo of coal that has ever left this port for Bellville.

The barge Wm. Case is at Ohio Central dock loading coal for Sarnia, 30 cents. The barge St. Joseph is at the Columbus dock loading coal for Detroit, 25 cents. Schooners Augusta, Jas. R. Benson and J. H. Breck are loading timber here for Kingston. Steambarge S. E. Sheldon is expected here tomorrow to load coal for Milwaukee.

The new steamer Mascotte is expected to arrive here next week from Detroit.

Propeller Hopkins, of the Wabash Line, arrived this morning from Duluth loaded with wheat for Toledo millers. She will load coal to-morrow for Duluth and will fetch another cargo of wheat down, freight on coal up 40 cents, wheat down 2½ cents.

The propeller J. C. Gault and Russell Sage, of the Wabash Line, left here light last week for Buffalo to fetch up package freight.

The new barge built by McLaron and Sprague at Gibralter this spring arrived here on Saturday from Bay City in tow of the propeller Germania with 635,000 feet of lumber on board. She is a fine looking barge and is commanded by Captain Geo. Peabody.

The steamer Sappho of Detroit arrived here Saturday afternoon and is busily engaged in taking excursionists to Lake Erie.

The tug business is extremely dull at Toledo. The T. H. T. Line has eight boats but only six of them are working and they expect to lay up two more on the first of the month if business dont pick up.

The steambarge S. H. Johnson loaded coal to-day at the Columbus dock for Marine City.

The propeller Tempest and tow left here bound for Bay City after lumber for Toledo.

J.

CHICAGO.

Special to the Marine Record.

The scow Charley J. Smith went on the submerged portion of the government breakwater when coming into this port before daylight on the morning of the 21st. The buoy placed there a short time since does good service during daylight, but when darkness comes it is of no use. Possibly a light will be put up after a few more vessels have gone on and sustained damage. The tug R. Dunham released the scow.

The steamship Onoko, light, left this port last Friday for Duluth to load wheat for Buffalo.

The steambarge James H. Shrigley, Captain G. Olsen, arrived from Manistee Saturday with lumber, her first trip this season. She will trade this summer between Manistee and Ashland with salt, thence to Chicago with lumber.

Captains, trading to Manistique, say a buoy should be placed on Wiggins reef, which lies only five feet under water, about six miles south of Manistique. It is a very dangerous spot and a fishing tug, belonging around there, went on it last fall.

The Lake Michigan and Lake Superior Company's passenger and freight propeller Peerless made her first round trip between this port and Duluth, and arrived here on Thursday last. She experienced good weather and the trip was a very pleasant one.

The steambarge Susie Chipman, Captain A. E. Johnson, arrived Saturday from Manistee, lumber laden, with her stern looking in bad shape from a blow she received from the tug Alfred Wright when lying at a dock at the latter port. The damage is estimated at about $300. Repairs will be made at Milwaukee where she was built last fall by the Milwaukee Ship Building Company.

The schooner Horace Taber, Captain E. Swanson, arrived here Monday evening from Manistee, laden with lumber and shingles. The captain states that he left Manistee at 9 o'clock Saturday night. All went well until Sunday morning about 8 o'clock when the schooner Gracie M. Filer ran into the Taber stem on, striking her on the starboard side between the main and mizzen masts, doing considerable damage to her wale strake and rail, and carrying away her main rigging and ripping the foresail and also carrying away some of her mizzen rigging, a portion of the Filer's jibboom being left on the Taber's deck load. The Taber was on her port tack, steering S.S.W. in a very heavy fog. Her fog horn was blown at intervals, and the sound from the Filer's fog horn was also heard. The Filer was light, and bound for Ford river. Reports from Manitowoc state that the Filer lost her jibboom, bobstays and one cathead, and was leaking.

The schooner Polynesia, recently built by Captain Jas. Davidson at Bay City, arrived here on her maiden trip on Saturday morning last, in tow of Captain Davidson's steamship Siberia, which also brought along the schooner John Breden, lumber laden from Saginaw. The Polynesia was laden with 850,000 feet of lumber from Bay City. When fully loaded she will carry 1,200,000 feet of lumber or 60,000 bu. of wheat. She is 225 feet over all, 37 feet beam, 15 feet hold, and is a very fine looking vessel. She has a splendid outfit, including American Ship Windlass Company's capstan and windlass, and her fine, spacious cabin is well furnished for comfort and durability. She is very strongly built, and has heavy iron arches on her frames, 10 inches wide ⅞ thick, bolted through planking frames and ceiling with 4 bolts on each frame. The ceiling is notched on to the frames and securely bolted; the 3 strakes of planking under rail notched into frames 3 inches; also 3 strakes plank outside notched into frames 3 inches, which will add greatly to her strength. She looked very gay with her flags flying at all her mast heads. The tug Mosher took her up the river alone and she handled like a yacht.

The new excursion steamer A. J. Wright took a large party of Captain John Prindiville's invited friends out on Lake Michigan Saturday afternoon, but owing to the heavy fog prevailing they did not go far.

List of transfers and mortgages recorded at the custom house at this port since May 1:

May 1, schooner Metropolis, bill of sale, whole, $4,300; estate of O. W. Goit to F. H. Head.

May 2, steambarge J. E. Rumbill, bill of sale, whole, $4,500; John Smith & T. W. Vaughan, Jr., to F. A. Reich & W. S. Williams.

May 4, schooner S. B. Pomeroy, bill of sale, whole, $11,000; Gardner & Spry Company to J. Spry & J. C. Spry.

May 4, schooner S. B. Pomeroy, bill of sale, whole, $11,000; J. Spry & J. C. Spry to John Spry Lumber Company.

May 5, schooner Bertie Calkins, bill of sale, whole, $10,000; Peter Hanson to Jas. Goodman.

May 5, schooner Cascade, bill of sale, whole, $2,400; estate of L. B. Miller to J. P. Fowler.

May 5, schooner Cascade, bill of sale, whole, $1,500; J. P. Fowler to Minnie E. Edwards.

May 5, schooner Cascade, power of attorney, whole; M. E. Edwards to Milton L. Edwards.

May 6, propeller Martin Green, bill of sale, whole, $2,600; R. H. Reid to the Bo[illegible] Company.

May 11, schooner [illegible]. King, bill of sale, whole, $[illegible]; Clara L. Doland to M. A. Dunbar.

May 12, schoon[illegible] F. Tracy, bill of sale, whole, $700; H[illegible]ta Smith to Patrick Berger & Patrick [illegible].

May 12, schoo[illegible] F. Tracy, mortgage, whole, $700; Be[illegible] & Bowe to H. Smith.

May 15, tug F. [illegible] Stanwood, mortgage, whole, $1,900; John & Joseph Titley to R. Hartley.

May 15, tug F. H. Stanwood, bill of sale, one-half, $2,500; Robert Hartley to J. & J. Titley.

May 15, tug F. H. Stanwood, bill of sale, one-half, $2,500; Morgan B. Miller to J. & J. Titley.

May 15, tug Imperial, bill of sale, whole, $2,500; J. & J. Titley to M. B. Miller.

May 16, steambarge J. E. Rumbill, mortgage, whole, $1,500; Reich & Williams to Smith & Vaughan.

May 19, schooner Lucinda Van Valkenburgh, bill of sale, one quarter, $1,969; Marsh & Fulton to Thomas Hood.

May 21, tug Lorena, mortgage, whole, $2,379; Job Hickman to O. S. Richardson.

May 21, schooner Australia, bill of sale, whole, $700; Chicago Sand & Gravel Company to Michael O'Brien.

May 21, schooner Australia, mortgage, whole, $300; Michael O'Brien to Chicago Sand & Gravel Company.

May 22, schooner Maid of the Mist, bill of sale, whole, $250; J. & E. Quayle to J. & J. M. Hanson.

May 23, steambarge R. A. Seymour, bill of sale, one-third, $4,000; John Seymour to Elwyn Seymour.

WILLIAMS.

MILWAUKEE.

Special to the Marine Record.

The schooner City of Toledo, lumber laden from Manistee for Chicago, was run down during a fog early Monday morning by the Western line propeller Chicago, light from Chicago to this port to load grain. The Toledo was cut down on her port side forward of her mizzen mast, and immediately filled. The Chicago towed her here, and she will be docked when the extent of her damages will be known. Her owners libeled the Chicago for $6,000, but she was bonded, and left for below. Each master holds the other at fault.

The steamship H. S. Pickands, ore laden, from Escanaba, went ashore Monday morning in a fog nine miles south of Grand Haven. She was released by the tug Arctic in an uninjured condition.

After about one-third of her cargo had been lightered, the tugs Leviathan and Hagerman released the schooner Butts from Beaver Island Monday evening, and towed her into Beaver Harbor, where a diver will make temporary repairs. Two steam-pumps are required to keep her free.

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MARITIME LAW.

COLLISION—ERROR IN EXTREMIS—TUGS WITH TOWS—LIABILITY FOR ASSENTING TO AND ASSISTING IN HAZARDOUS MANEUVRE.

U. S. District Court, Southern District of New York.

Brown J.

On the 29th of December, 1883, the libelant's canal boat Bill the Barber was towed out of a narrow slip on the southerly side of Gowanus Creek, between pier 24 and pier 25, next above it, by the steam tug Onward. Bill the Barber was attached by a hawser, about 20 or 25 feet long, to the canal boat Felchet, immediately ahead of her, and the latter was attached by a hawser, about 50 feet long, to the tug Onward. The tide was flood, and the wind strong from the southward. The whole tow, including the length of the three boats, was about 310 feet. As the Onward came out of the slip, the steam tug Wheeler was observed not far above, coming down, with a scow lashed upon her starboard side and projecting some 15 feet forward of the Wheeler. The Onward, when near the mouth of the slip, gave two whistles to the Wheeler, signifying that she would go ahead of her, to which the Wheeler assented by giving two in reply. The Onward went ahead, turning round to the southward, and passing some distance in front of the Wheeler, which at some time before the collision stopped and backed. The Felchet passed some 50 feet or more ahead of the Wheeler, but the libelant's boat at the tail-end of the tow, in swinging with the wind and tide, brought up against the bow of the scow, and received some injuries upon her starboard quarter, a few feet only forward of her stern.

My conclusions upon the evidence in this case are as follows:

1. Assuming that the libelants' captain left his tiller, as the claimants allege that he did, for the purpose of getting a fender, this was done but a few seconds before the collision, and even if his remaining by the tiller would have made any difference, of which I have great doubt, his leaving it was a mere error of judgment *in extremis*. He had no hand in bringing his boat into that dangerous position, and the responsibility of such an error, if it was an error, committed *in extremis*, is not upon him, but upon those by whose fault the dangerous position was brought about. (The Elizabeth Jones, 112 U. S. 514.)

2. At the time the Onward came out of the slip, the Wheeler could not have been more than a short distance up the creek. The Onward's witnesses do not claim that she was over 300 feet distant. It was probably somewhat less. For the Wheeler had picked up her scow from the upper side of pier 24, which was about 200 feet wide, and had been obliged, in order to get headed down, to back and fill somewhat; whether on account of the narrowness of the channel in the creek, or of the presence of a dredge near the middle of the creek, abreast of the upper part of pier 24, as her witnesses assert is immaterial. But, after thus backing and filling, she had got headed nearly straight down the creek at the time of the Onward's whistle, so that I consider it improbable that she was over 200 feet distant. The Wheeler's witnesses say the distance was much less. In this situation it was bad judgment and imprudent navigation in the pilot of the Onward to attempt to take a tow 300 feet long out of the slip, against the tide and a high southerly wind. The space between the two tugs was too small for safe manœuvering, and two small to allow room for the necessary swinging of the boats, which could not be avoided and the amount of which could not be estimated with any certainty. Onward, having the Wheeler on her starboard hand, was bound to keep out of her way. To avoid danger the Onward needed to do nothing but remain in her slip a few momonts longer. Her proposal by two whistles to go ahead of the Wheeler was an unnecessary, and a hazardous and unjustifiable proposal. Because in doing so, a collision could not possibly be avoided except by immediate and decisive manœuvers by the Wheeler to keep out of the way; and whatever the fault of the Wheeler afterwards, the Onward could not thus divest herself of all responsibility for thus unnecessarily courting the peril of collision, which both by the rules and by common prudence she was bound to avoid. The Wheeler, in assenting to this proposal, is chargeable on her part also with assenting to and assisting in a hazardous undertaking, and both must, therefore, be charged with the risk of the result. City of Hartford, 11 Blatch. 72, 75.) The Wheeler, moreover, knew that the Onward had a tow upon a hawser, though she did not know its length, as it was obscured by a pile of lumber. But knowing that there was a tow behind, and not knowing its length, she took the risk of the facts in her subsequent navigation. Her captain states that if he had known that she had two boats in tow, he might have avoided her by going over to the northerly side of the creek and backing on that side of the dredge. He had not time to do it, he says, after the libelants' boat was seen coming out of the slip, but it is not clear that he might not have done so when the second hawser became first visible.

The true explanation of the collision in this case is the willingness of both tugs to undertake to avoid each other in too narrow a space and by too small a margin. Precisely what might or might not be done by one tug or the other within such narrow limits, the court is not called upon to determine. The duty to exercise reasonable and ordinary prudence require tugs to avoid hazarcous navigation, involving hair-breadth escapes, as well as actual collisions. The Wheeler, by assenting to the Onward's going ahead, did not guarantee that she could do so successfully. By assenting, she, *ipso facto*, agreed that she would do nothing to thwart the Onward's attempt to do so, and from the time that danger of collision arose, she was bound to use every measure in her power to avert it. But in this case the very proposal and assent involved danger of collision, because nothing but prompt and unusual efforts by the Wheeler could avert it. The tugs were so near that the Wheeler ought to have refused assent, and if she assented she should have immediately gone to the other side of the creek and kept out of danger. The Onward, on the other hand, might have straightened down quicker, and it appears that she gave no attention to the libelants' boat after the Felchet had passed the Wheeler. The Onward knew that the Wheeler could not see the second boat behind, and might possibly be misled as to the length of her tow in giving her assenting signals of two whistles, a circumstance which plainly increases the responsibility of the Onward. The case seems to me clearly one of an imprudent and hazardous attempt agreed upon by both tugs, such as the circuit judge in the case of the City of Hartford (*supra*) held was at the risk of both.

I have not considered the conflicting testimony in reference to the exact position of the dredge. For, assuming that it was in the place alleged by the Wheeler, this would only render her situation near the stern of the dredge the more embarrasing, and make her assent of two whistles the more imprudent, because she had thereby less freedom of motion. The weight of evidence, however, seems to me to place the dredge farther up the creek than the Wheeler's witnesses allege, and that the Wheeler had in fact more room to back than her witnesses admit. But I place my decision upon the previous grounds, and for these reasons allow a decree to the libelant against both tugs, with costs.

A reference may be taken to compute the damages.

April 30, 1885.

BUSINESS OUTLOOK AT OSWEGO.

Compared with the years 1879-85, the present year is a month behind in the opening, schooners having arrived from Canada as follows: 1879, April 9; 1880, April 5; 1881, April 15; 1882, April 1; 1883, April 6; 1884, April 5; 1885, May 6. For the years named prior to 1885 lake navigation preceded the opening of the State canals by some weeks, and, in consequence, there was an accumulation of freight here, bound for Albany and New York, so that a large number of loaded canal boats took their places in the basin, anxiously awaiting their turns for the first lock. This year there was not much strife for the first lock, as less than a dozen loaded boats were in the basin in readiness for the opening. There is less grain and lumber in store here this year than any preceding year, and but little of the supply is intended for shipment. The falling off in barley receipts last year accounts for the deficiency in grain for forwarding, and the steady adsorption of lumber by the box factories here has reduced the supply so that a scarcity in that quality of lumber exists in this market. Pending navigation some of our lumber dealers and box manufacturers have received their supply by rail, but the additional cost of lumber from Canada by rail prevents that mode of shipment rivaling carrying by vessel. Lumber dealers report that they expect a good business this year and an increase in our importation in lumber. Grain men are less confident regarding Oswego's importation of barley the coming season. The known superiority of Canadian barley has induced the Chicago and Milwaukee maltsters to keep representatives in the Bay of Quinte region, who buy direct from the farmers, and thus Oswego's percentage of Canadian barley is yearly decreasing. Coal, our only export of importance, will provide return cargoes for the Canadian "hookers" this season, and dealers look for an increased trade. Oswego is located advantageously for controlling the Canadian supply of anthracite, and our trade in this line is increasing rapidly. It is thought that Fair Haven, Solus, and Charlotte have reached high-water mark in coal exportation, and Oswego will attract considerable trade formerly controlled by these ports.

The failure of the River and Harbor bill was a disappointment to our commercial men, and it is earnestly hoped that the Secretary of War will use his power to expend a sufficient amount of money to repair and protect our breakwater, the past winter having been unusually severe upon that structure. Our people reason that the government can well afford to keep up the harbor of a port which annually pays into the treasury about $1,000,000.

WEATHER SIGNALS.

The necessity of adopting some means whereby vessels may be warned of approaching storms and given opportunity, to prepare for them is, even in this day of efficient signal service, apparent to the careful navigator. However efficient may be the storm signal service, it fails to serve this important purpose as well as it should. Every year numbers of vessels meet disaster which a little forecast of the weather would have enabled them to avert. The fact is the ordering up of the storm signals is not regarded by vessel men as being a matter of much moment, and, indeed its advertised purpose is not to detain but simply caution vessels, and the fact that they are flying conveys no idea of the severity of the storm expected nor the direction it is traveling. Sergt. Norman B. Conger, the signal officer in Detroit has recommended the adoption by the government of the commercial code of signals to indicate to passing vessels the weather probabilities. This code of signals, which is carried by many of the larger craft already, can be easily adapted to the purpose, and will enable every craft carrying it to signal ashore for particulars when passing signal station. Sergeant Conger proposed trying the experiment at Sand Beach and other harbors of refuge in his district, and to that end asked the government to supply him with flags for these stations, but the chief signal officer in a letter to Sergeant Conger declined to accede to the request on the ground that the exceedingly small appropriation for that branch of the service would not admit of the expense. There seems to be no doubt of the perfect practicability of the scheme, and vessel men are united on the question of its usefulness. The point where this arrangement would be as useful as any on Lake Huron is Sand Beach. Vessels are often in doubt whether to run in for shelter and if a code of signals could be put in use at that harbor, by which means the necessary information could be telegraphed out to them, they would know just what to do. It is to be hoped that another year will not be allowed to pass without the government adopting this valuable idea.—*Detroit Post.*

THE BUREAU OF NAVIGATION.

A late number of the Precurseur, a French "*journal politique et Maritime*," published at Antwerp, has an article of some length upon the shipping of this country, and a very complimentary review of the report of the United States Commissioner of Navigation, which it says is of historical value. After enumerating the principal features of our commercial marine, it speaks of the value of such commercial reports as follows:

"Mr. Jarvis Patten, appointed commissioner of navigation for the United States, under a recent statute, has collected all the scattered documents in the different "bureaux," and in a remarkably short time addressed to the government a detailed report of great interest, upon the condition not only of American shipping and seamen, but extending to the different maritime nations of the world. The report of the new commissioner is a volume of some two hundred pages, containing in addition to information on American and foreign shipping legislation, much correspondence with local officers as well as with captains and merchants at the larger seaports of the country and many tonnage tables, etc. Publications of this description cannot fail to be of great value to merchants and manufacturers as well as to legislators, and when we see with what careful labor foreign countries prepare exact information, involving the most minute details, we may better understand the complaints of those among us, who, having devoted their time to the study of important questions, are unable to find in the official publication of the kingdom only superannuated and incomplete data.

"Here is a bureau whose organization was only begun, according to the official circular of the secretary of the treasury of the United States, last July, and in the following month of December its chief gives to the public its first annual report, with lengthy statistical information, brought down to the close of the fiscal year. Such a way of dispatching work is unknown in Belgium. Our official "bureaux" have no such thorough organization, and when they have prepared the information, they reserve it until another batch is collected. In this way we are still waiting for the agricultural data collected two or three years ago."

THE SCHOONER NORWAY.

The schooner Norway, has a sad history. The Norway is one of the Garden Island fleet, owned by Calvin & Son. Her top masts have been struck and she is towed by the steambarge D. D. Calvin. In the days when she depended on her canvas for her progress the Norway met with a terrible disaster on Lake Ontario. One Saturday, in the fall of 1882, she left Port Dalhousie in company with the schooner Oriental, then commanded by Captain Malone, who is now in charge of the Calvin. That night a great gale swept the lake and the crew of the Norway were seen no more. The Oriental parted company with her in the storm, and a couple of days after staggered into her anchorage at Garden Island, shattered and bruised, and with tattered canvas and battered hull from the dangers of the sea. The Norway had not arrived, and in a day or two search was begun. She was found off the False Ducks, dismantled and waterlogged, her bulwarks stove in, her cabin carried away and her crew gone to their rest beneath the waters of the lake. Not a soul escaped to tell the story of that Saturday night, but the appearance of the wreck told it too plainly to the sailors who found her. They had so often been so near the fate of the Norway's crew that no words were needed to tell them how the sails had blown out of the bolt ropes one after another, how the spars went by the board and the great seas howled and rushed along her decks with power to destroy anything that human ingenuity could devise. Sadly the poor old hulk was towed to Garden Island, where wives and children still awaited those who would come home no more. The vessel was moored till winter, and then in the slack time the work of taking out her cargo of timber was begun. Men were at work on her for days until they reached the fore hold, when they came on another awful reminder of the wreck. There, with a dead torch still clasped in the skinny hand, was all that remained of Frank Quinn, one of the Norway's crew. The poor youth had gone below to look for a leak, when the seas broke in the hatches and he was drowned like a rat in a trap. Men may come and men may go, but trade goes on forever, and the Norway was rebuilt to sail the lakes again. As the old Norway there was nothing above the hull in the new boat save the binnacle box, and the wheelsman on the Norway to-day stares at the same unerring needle that pointed out the way to the lost crew. The son of the lost captain now sails another of the Garden Island vessels.—*Hamilton Times.*

NEW WINDLASSES.

The American Ship Windlass Company has been awarded the highest medal at the New Orleans exposition for their exhibit of steam and hand power windlasses and capstans and their attachments. This company has recently furnished the following new windlasses and capstans:

Merritt Wrecking Organization of New York, for wrecking steamer, a Providence pump brake windlass, for handling anchors and chains, and heavy hoisting in wrecking.

Ship building by New England Ship Building Company, Bath, Me., for W. H. Besse and others, a No. 10 Providence capstan windlass, with Southard's messenger chain arrangement, main deck capstan, Emery & Cheney elastic stoppers and rudder supporter.

Schooner Nellie Lamper, of Lynn, Mass., a Providence pump brake windlass to replace a wood windlass. Schooner building by Captain Samuel Watts at Thomaston, Me., Captain Watts having used the windlasses built by this company for over twenty-five years.

Barge building by John Craig at Trenton, Mich., a Providence capstan windlass.

Freight and passenger propeller building by Joseph Kidd & Company, near Chester, for Messrs. Jenks Brothers, New York, a Providence pump brake windlass.

Iron sloop yacht building by Harlan & Hollingsworth Company, at Wilmington, Del., a Providence pump brake yacht windlass; Yankee sloop yacht building by Geo. Lawley & Son, Boston; steam capstans for O. Burdick & Company, Chicago and Red D. Line steamship Philadelphia, at New York.

The ship building at Black River, N. B., by Messrs. McLeod has been furnished a No. 9 Providence capstan windlass. The floating elevator building by Messrs. Higbee & Company, near New Orleans, La., is to have a Providence double barrel steam capstan, with reversing engines. The same parties have two of these steam capstans, which they have thoroughly tested.

The American Ship Windlass Company have sufficient manufacturing capacity for building all the windlasses and capstans used in this country, and are actually furnishing seven-eighths in value of all that are used.

The steam yacht Wanda is provided with a Providence windlass and capstan, manufactured by the American Ship Windlass Company, of Providence, R. I.

The following sales are reported from Chicago: Peter Hanson has sold the schooner Bertie Calkins to James Godman for $10,000. Robert H. Reed has sold the tug Martin Green to the Bodenschatz & Earnshaw Stone Company for $2,600. J. P. Towler has sold the schooner Cascade to Minnie E. Edwards for $3,000. John Spry and John C. Spry sold the schooner S. B. Pomeroy to the John Spry Lumber Company for $11,000. N. Morgan sold a one quarter interest in the schooner Colonel Ellsworth to Alexander McNair for $11,000.

Canadian customs collectors are getting reminders in the shape circulars to strictly enforce the law prohibiting American tugs from wrecking in Canadian waters, under any circumstances.

PENFIELD BLOCK Co.

Lockport, N. Y.

'Anchor" Snatch Block, No. 511.

ANCHOR BRAND TACKLE BLOCKS,

Stove and Warehouse Trucks,

ALL STEEL ROLLER BUSHING,

Phosphor Bronze Self-Lubricating Bushings.

GOODS FOR SALE BY PROMINENT DEALERS EVERYWHERE.

Single Inside Iron Strapped, No. 7

Ask for Anchor Brand Blocks.

Illustrated Catalogue and Price List Mailed on Application.

CRESCENT MANUFACTURING CO.,

Sole Manufacturers of

CYCLONE STEAM FLUE CLEANERS, CRESCENT STEEL TUBE SCRAPERS,

CRESCENT BOILER COMPOUND,

Solidified Lubricating Oil and Positive Feed Cups, Especially Adapted to Steamship Use.

3 AND 5 MICHIGAN STREET, CLEVELAND OHIO.

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CLOTHING
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KINGS OF CLOTHIERS.

NOS. 120, 122 & 124,

ONTARIO ST.

L. S. SULLIVAN,

Vessel Agent and Commercial Broker--Special Attention Given to Coarse Freight.

VESSELS FOUND FOR CARGOES AND CARGOES FOR VESSELS.

Office, 74 Water-st., Toledo, O.

Telephone, No. 129.

FOR SALE,

AT

THE GLOBE IRON WORKS.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches. length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new.

Barge for Sale.

Capacity 260,000 to 280,000 on 9 feet of water. Three years ago $3,600 was laid out on her, and some repairs, amounting to over $1,000 since. She can be bought very reasonable. Address

WARNER & BECKER,
Room 10, Arcade Building, St. Clair St.,
Cleveland, Ohio.

Boat washing and general laundry in a few hours. CLEVELAND STEAM LAUNDRY, 109 Water Street. Telephone 118.

FOR SALE,

A Fine Harbor Tug.

Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

Quarter Interest in the large Tug Samson,

One of the most powerful tugs on the lakes. She was built at St. Catherines by Shickluna, rebuilt in 1881 and measures 181 [new] tonnage. She is straight A2, with insurance valuation of $16,000, and can be insured for $19,000. Will sell quarter for $3,400; part cash, balance on easy terms. Address MARINE RECORD.

BLOOM & CO.

Sail Makers and Riggers.

DEALERS IN WIRE ROPE, PATENT DUCK, AND CORDAGE.

Estimates Given on Complete Outfits.

Ft. of Woodward av. Detroit, Mich

J. C. GOSS,

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Sail Maker and Rigger.

16 Woodward ave., Detroit, Mich.

OVER H. D. EDWARDS & CO.

First class accommodation for storing vessel outfits. Fire proof building.

MADISON HOUSE, DETROIT,

The Captains' Favorite Hotel--Rates $1.50 Per Day.

Convenient to all Places of Business and Amusement.

GIVE IT A TRIAL.

E. W DONOVAN, Proprietor.

DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL

Cleveland, Ohio

FOR SALE,

New Iron Tug.

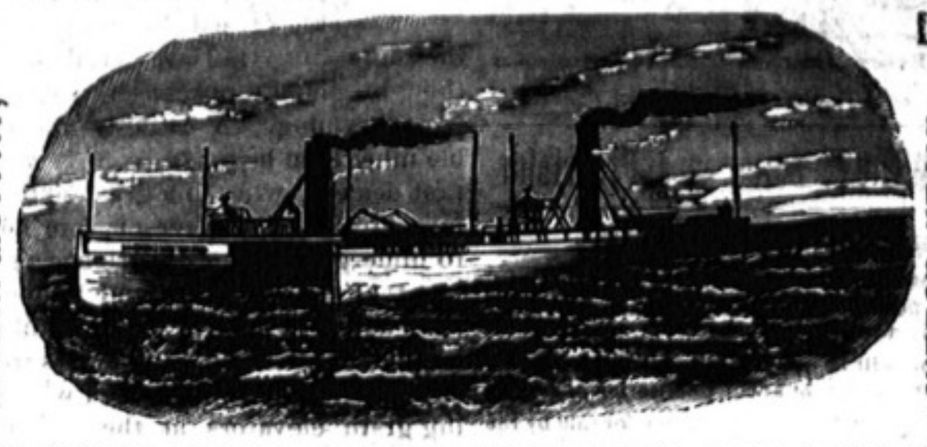
Dimensions 8 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-guard, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ⅜ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by

GLOBE SHIPBUILDING CO.

MOFFAT TUG LINE.

TUGS.

MOCKING BIRD,
JOHN MARTIN,
FRANK MOFFAT,



TUGS.

ADMIRAL PORTER,
KITTIE HAIGHT,
RIVER QUEEN.

WRECKING AND RAFT TOWING A SPECIALTY.

Steam Pumps, Hawsers and Divers to Let.

JOHN CORNWALL, Supt., Port Huron, Mich.

A. N. MOFFAT, Prest., Ft. of Shelby-st., Detroit, Mich

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MANAGING OWNER

Wilson's Transit Line.

Gen. Forwarder. Freight and Vessel Agent.

CLEVELAND, O.

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Ship Brokers, Vessel Owners and Agents.

[ESTABLISHED IN 1856.]

H. J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

ARCADE BUILDING, 101 ST. CLAIR ST., Cleveland, Ohio.

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New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

MOORE and BARTOW,

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CLEVELAND, - OHIO.

D. M. BECKER & CO.,

Commercial Broker and Vessel Agent,

Vessels chartered, purchased and sold; contracts made for coarse and heavy freights.

Lake Superior and Escanaba iron ore charters for single trip or season a specialty.

Office, 130 Water St. Room 14. Coal & iron Ex. Build'g, Telephone No. 953. Cleveland, O.

ALEX McDOUGALL,

VESSEL AGENT AND BROKER,

Duluth.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at Duluth, Agate Bay (new iron ore port), Port Arthur, Washburn, Ashland, and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

JAMES T. ROSE,

Vessel Agent and Broker,

BOX 1616, DULUTH, MINN.

Late Gen. Ag't for Collingwood Line of Steamers
Special Attention Paid to Chartering Vessels.

HENRY BROCK,

Vessel Agent.

ROOM 11, 130 WATER STREET,
CLEVELAND, OHIO.

MARINE INSURANCE AGENTS.

W. B. SCOTT & SON,

Fire and Marine Insurance Agents and Vessel Brokers.

Telephone, No. 18.

Office, 130 South Water-St., Cleveland, O.

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ROBERT RAE,

Admiralty and Insurance Law Office,

Room 37, Merchants' building, CHICAGO, ILL.

J. A. OSBORNE,

Attorney, Proctor & Advocate,

ROOM 6, 190 SUPERIOR ST.,

CLEVELAND, OHIO.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 24, 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*3 20 A M	*3 45 A M
No 26, Elyria Accommodation	†7 45 A M	
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Express		
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via "	‡6 05 A M	6 20 A M
No 25, Mich Accom Norwalk		†6 10 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Pac Fx via Norwalk	6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W Ry depot at Buffalo.

Following is the time in effect March 22, 1885, and until further notice:

GOING EAST.		LV. — AR	GOING WEST.	
	A. M.		P. M.	
.....	7 50	Chicago	7 50	.....
.....	9 50	Valparaiso	5 42	.....
	P. M.			
.....	1 50	Fort Wayne	2 10	.....
.....	2 05	New Haven	1 35	.....
			A. M.	
.....	3 48	Leipsic	11 36	.....
.....	4 46	Arcadia	10 35	.....
A. M.				P. M
6 50	5 00	Fostoria	10 22	8 50
7 35	5 45	Green Springs	9 44	8 05
8 15	6 20	Bellevue	9 20	7 40
10 45	9 02	AR. Cleveland Lv	6 45	4 51
11 55	.....	Painesville	.....	3 34
P. M.				
12 44	.....	Ashtabula	.....	2 43
1 14	.....	Conneaut	.....	2 13
2 33	.....	Erie	.....	12 50
				A. M.
4 09	.....	Dunkirk	.....	11 16
				A. M.
5 45	.....	AR. Buffalo Lv.	.....	9 40

ROCKY RIVER ACCOMMODATION.

Depart—7:45 a. m., 1:35 p. m.

EUCLID AVENUE ACCOMMODATION.

Depart—6 24 a. m, 9:10 a. m,. 5:05 p. m.
All trains daily except Sunday,

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.

BEE LINE.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind. Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Galion & C. L. & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Uhrichsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind., Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agt., CLEVELAND, OHIO.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00
Invariably in advance.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office.

The MARINE RECORD can be found for sale by the following news dealers.:

CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Rehmer, Michigan stree Swing Bridge.

DETROIT, MICH.—O'Neil & Arseneau, Mills Tug Office.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH.—William Godley.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, MAY 28.

LAKE CARRIERS' ASSOCIATION.

Some weeks ago we called attention to the fact that the New York Maratime Exchange purposed to hold a meeting for the ostensible object of considering measures for the relief of American shipping, and that circulars would be sent out to ship owners asking their opinion on matters in this interest and inviting them to furnish information on the condition of lake vessels, the state of trade, the average interest that vessel property was paying on investment, and any other matter pertinent to the subject that could be given. The course of the railroads during the past few years in competition with our lake tonnage has given us cause to suspect the honesty of purpose of any move of this nature. The railroads have, with the view of forcing vessel owners into discouragement and bankruptcy, organized a system of warfare that now, like a huge boomerang, reacts upon themselves. And it could not be otherwise. They have made every effort to drive the shipping off the lakes, the masters of vessels to the plow, and the result has been that but few of our competitors are paying expenses. They have exhausted every stratagem to increase their earnings, and at the same time break down the lake traffic, and we can not but think that this move, emanating from New York and favorably considered in Buffalo and Chicago by the representatives of line boats, who invite vessel owners to organize, with railroad agents at their head, may be the last resort of the railroads.

We do not hold that it would not be well for vessel owners to organize for their own protection and benefit; but, on the contrary, think it would be an act of wisdom, but they should calculate that with a very large railroad tonnage represented in their councils they are apt to be misled or overruled. It is a well known fact that there are many diverse interests in the lake carrying business, but if they were systematized, as the railroad business is, they could be made, under wise direction, to conform to a policy which would eventually prove that the interest of one owner would be the interest of all.

One of the greatest drawbacks on the business of the tonnage of the lakes is that it is represented too large, leading shippers to think that there is a great amount of idle capacity that can be had at any kind of rate. For instance, we will consider that each port has from fifteen to thirty brokers, and each one, with the legitimate object of making his commission on tonnage, offers the same vessel, without name, to a certain shipper, who, finding tonnage so plentiful, thinks it will be no trouble to get a shade off the lowest rate that has been paid; and he is generally right in his surmise. This custom, it is patent, can not but assist in keeping rates at the ruinous figures which now prevail, and should be legislated on by every local vessel owners' association on the lakes.

The present condition of lake freights is not healthy or permanent, in fact it is not natural, and we are inclined to the opinion that if these railroad representatives are honest in their intentions in organizing this vessel owners' association, rates will revive and give lake tonnage a good season as soon as the present uncertain supply and demand assumes a more definite form. One prolific cause of the present condition of affairs is scarcity of coal for up cargoes at points of shipment, caused by wage troubles at the mines on the one hand and by the thought among purchasers that the season is still young. A remedy for this trouble must soon be made, as it is well known that dealers, who, to a great extent, economized on stock last season, are not willing to undergo the same experience again. The fact that the great ore and lumber dealers have added largely to their tonnage should be evidence that those industries will furnish an improved demand. And with overflowing grain elevators at the great centers of shipment, and good prospects for a large new crop we can not but think there will be a stimulated movement of breadstuffs, especially when it is more than probable that Russia is bent on forcing England to declare war whether it is her policy or not. Therefore, with as much grain, coal, and ore, lumber and merchandise to transport as in any previous season, with limited time to do it in, there is a more hopeful view than owners generally are willing to take.

THE recent escapade of Boynton with his torpedo is having its legitimate effect in England, a great increase in the demand for chains. The Admiralty are making requisitions for hundreds of tons of shackles, rings and chains to be employed in the construction of iron netting or link armor to be thrown over the sides of gunboats as they lie at anchor, to prevent contact by torpedoes. And it is also stated that further inquiries beyond the requirements of the British admiralty are reaching manufacturers which are credited to be by order of the Russian government. The torpedo promises to become a powerful factor in future marine warfare, and its development and measures of defense against it will be watched with interest.

A WRITER in a Chicago paper, in casting about for the salvation of the sail vessels of the lakes as against the steamers, suggests the "Enlargement of the Erie canal sufficiently to permit the passage of the largest lake craft; that sailway vessels would then be placed on an equal footing with propellers; that if such a scheme formed the basis of an organization, the present seemingly hopeless condition of this class of boats might be remedied, and through bills of lading be a part of their inducements, higher freight rates would result, and larger carriage by sails." This may be common sense, but it is possible that they would be compelled to secure the assistance of the steamers to tow them through, and that the steamers might also be inclined to carry freight on through bills of lading.

OBITUARY.

Mr. Earl Bill, Clerk of the United States District Court, for the northern district of Ohio, and commissioner in admiralty, died at his residence, 866 Prospect street, on Tuesday at half past two. Mr. Bill was born August 18, 1813, at Steuben, New York, and was therefore 72 years old. He was very modest and retiring, his mind being of a reflective turn. He seldom sought acquaintanceship. Earnestness, candor, and strict integrity were his most marked characteristics. A vein of quiet humor enlivened his conversation, and was appreciated best by those who enjoyed his friendship. Mr. Bill was habitually studious, and a constant reader in general literature, more especially that of a scientific nature. In August, 1861, he came to Cleveland to assume the duties of United States Marshal for the northern district of Ohio, to which he had been appointed by President Lincoln, and in March, 1867, he was appointed United States Commissioner, since which time he has heard admiralty cases. In this capacity Mr. Bill became well known to vessel men, all of whom had a high regard for his unprejudiced judgment in finding and assessing damages, and although his reports have been subjected to objection, he has, as a rule, been sustained. All will regret his loss. His funeral takes place to-day at half past two at his residence. His remains will be conveyed to Lake View.

IN MEMORIAM.

At a meeting of the Merchants Exchange, Buffalo, on the 21st inst., the following resolutions, in token of respect to the memory of the late Captain David Rodgers, were adopted:

We are again reminded of the uncertainty of life by the sad event that calls us together to-day to take action upon the demise of one of our members, whose untimely death brings sorrow to many hearts.

The appalling calamity that occurred in our city on Wednesday evening, the 19th inst., by which Captain Daniel Rodgers, a well known and respected member of this Exchange, lost his life, and whose death will be sincerely regretted by all who knew him, came upon us with startling suddenness.

For the last twenty-five years Captain Rodgers had been identified with the marine interests upon our lakes, having during that time commanded several large vessels, and of late years as the head of the well known firm of Rodgers & Brown, vessel agents and brokers, done an extensive business in our city. He was in fact one of the best known men on the entire chain of lakes.

His daily intercourse with our leading shippers of coal and grain at this port and his business relations with the members of this Exchange were ever marked by strict integrity, kind and courteous manner, honest sincerity, and other qualifications that always commanded the respect of those with whom he came in contact. Therefore be it

Resolved, That in the death of Daniel Rodgers the Exchange has lost an efficient and upright member, a true and honest citizen, whose death will be deeply deplored by us and a large circle of friends.

Resolved, That we tender our heartfelt sympathy and condolence to the family of the deceased, and that this memorial be entered upon our minutes, and that the secretary transmit a copy of the same to the family.

HOWARD H. BAKER,
SAMUEL V. PARSONS.
FRANK PEREW,
Committee.

ADVERTISEMENT.

ASHTABULA HARBOR, OHIO.

U. S. ENGINEER OFFICE,
CLEVELAND, OHIO, May 15, 1885.

SEALED PROPOSALS in triplicate, addressed to the undersigned, will be received at this office until 12 o'clock, noon, Monday, June 15, 1885, for widening the channel and constructing about four hundred and eighty (480) lineal feet of revetment for bank of channel at Ashtabula Harbor, Ohio. Forms, specifications, and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

The amount allotted for the work, inclusive of the amount necessary for superintendence and office expenses, is about $9,500.

L. COOPER OVERMAN,
Major of Engineers.

[*Continued from 1st Page.*]

BAY CITY.

Special to the Marine Record.

An ex-tug captain recently remarked that the way tug captains were being paid by certain lines they had better give up the trade and go to wolloping on the docks, as it is a poor scrub who can't make his $40 a month, the price paid a number of our tug captains.

Freights took another drop on Friday night last, Mr. Jos. Gordon, the vessel broker, having placed the steamship Thos. S. Cristy and four consorts, and the propellers Jas. P. Donaldson and tow to Tonawanda at $1.25 per thousand. This is a drop of 75c. since the opening of navigation, and 25c. within a week. Ohio freights are quoted at $1.00 from this port or $1.12½ from up town.

Captain Davidson has just laid the keel for a barge similar to the Polynesia. He is building it on the order of Eddy Brothers, and Captain John Shaw, of Bay City. The new barge will cost $45,000, and she will have many improvements which were overlooked in the construction of her sister vessel

A large number of tugs are getting rich at present by lying at the dock with nothing to do.

The propeller Bell Cross and consorts, Little Jake, S. Clement, Chicago Board of Trade, and Geo. H. Waud are in taking their last loads of lumber at this port for some time to come, as Manager Hawgood has placed them in the Buffalo and Milwaukee coal trade.

Loren Vosburg has named the scow "I Don't Know," after the little daughter of Captain George Smith.

The tug Peter Smith got muddled up in two shore rafts at the mouth of the river yesterday afternoon by her machinery giving out. She was towed to her dock and repairs made.

While leaving Crow island on Friday, the fire patrol boat, David Sutton, attempted to pass between a lighter and the tug Standard. The lighter seemed to be a little too much for the ferry and the result is a new rail and a few planks in her side will be in order.

Fourteen barges, within a week, have paid off all hands and tied up, waiting for better times.

The propeller Passaic and four barges; propeller Cleveland and five barges; propellers White and Friant and three barges; tug Record and five barges, all came in the river to-day.

The schooner yacht Dreadnaught has been purchased by Messrs. Haskell, Shaw, & Pratt; private terms. SHAW.

ASHTABULA.

The schooner J. H. Rutter was seized some days since, to satisfy a claim for $10,000. The claim grows out of a fatal accident that occurred on board that vessel last season. The centreboard got fast and a 14-year-old boy named George Baptist was lowered into the centreboard box to relieve the jam. While in the box the centreboard was released and the boy was instantly killed. His parents have brought suit to recover $10,000 damages.

DETROIT.

Special to the Marine Record.

The steambarge Morley, which met with misfortune late last fall on Lake Superior and was partially abandoned as a total loss, though rescued this spring, arrived here in tow of the tug A. J. Smith on Thursday last and placed in the Detroit drydock. On Saturday she was removed to the Detroit and Milwaukee elevator to discharge the grain. While in the dock her bottom was calked in order to keep her afloat without the services of a steam pump. Six thousand bushels of wheat on board will prove a total loss. After being released of the grain a survey will be held and an estimated cost of repairs will be made. An inspector has arrived here from Buffalo who has this duty in hand. She presents a sorrowful picture, and the expense of her repairs will amount to no inconsiderable sum. Her exterior is in a badly marred condition and her paint has almost entirely disappeared, while her smoke-stack and machinery are badly corroded with rust. After being freed of her grain she will again go into drydock, and the work of reconstruction immediately commenced, which will consume a month or more of time.

The repairs are being briskly pushed forward on the propeller Wisconsin. The entire portion of her starboard side will have to be removed and replaced with new plates, braces and supporters; in short, it will constitute an entire rebuild and the cost at present can not be estimated.

Notwithstanding it is quite early in the season the May casualties bid fair to figure up more than any corresponding month on record for years past, and at the proper time a statement will be sent you. This fact, in connection with low freights, causes a low pressure effect among those who do business on the great lakes. In verification of this statement it is already on record in a Chicago paper that the gross earnings of a steamer, grain laden, from Milwaukee to Buffalo, will fall short of her expenses in the sum of $425.

The steambarge Rhoda Stewart has arrived here from Alpena in tow of the steam barge Westford, with her stern bearings used up, and will be placed in the Detroit drydock for thorough repairs.

On Friday night and during a portion of Saturday forenoon a dense fog prevailed on the river, causing a delay to vessel movements. As near as can be learned it extended throughout Lake Erie and westward to the Straits. In the latter quarter, and more especially on Lake Huron, steamers and vessels made endeavors to find a harbor or lea in order to avoid accidents. At the St. Clair flats there were several instances of grounding, among them the steambarge V. Swain and her consorts. The steamer City of Alpena, during the fog, came in collision with an unknown barge, the last in a tow. The Alpena's bulwarks on the starboard bow were broken up, making an aperture of ten feet by two. It is stated that no fog signals were given by the tow, and the first apprisal of the steamer was getting foul of the barge's anchor with the result above stated.

One vessel has been delayed here upward of a week for a cargo of wheat to Buffalo, but the best figures attainable were 1¼c., which were refused.

The steamer Saginaw which, as you have already been advised has changed hands, and is advertised to leave here on or about June 1st, with an excursion to Chicago. The fare is announced at $6 which admits a return to Detroit by railroad. During the summer it is presumed she will engage in the excursion business at that port.

On her return trip from Mackinac the steamer City of Mackinac was delayed at the head of St. Clair river from Friday 3 p. m. until Saturday forenoon.

The tug Hy Smith, en route to Georgian Bay, is here for repairs to her engine which will occupy a few hours time. She will be employed in fishing on the bay during the season. Captain John Thorburn is in charge of the Smith.

The tugs Constitution and Anna Dobbins passed up on Thursday, en route to Sault St. Marie, where they engage in towing during the season.

The steambarge Smith Moore stranded on Fighting Island and was released by one of the ferry boats.

The steambarge Maine is receiving repairs to her machinery, the principal difficulty being a broken cylinder.

The schooner Gerritt Smith, which went ashore last fall near Harrisville, Lake Huron, and was released quite late in the season, has been brought here for reconstruction. During the winter she was moored at Cheboygan. She is in a badly demoralized condition and will require a considerable outlay in repairs.

The steambarge Progress which passed down a few days since, reported having released the steambarge D. W. Rust which stranded at Beaver island, Lake Michigan.

The small propeller Massasauga has commenced plying between here and the St.Clair flats.

The steambarge V. Swain, with a tow of vessels, fouled the other night with the scow Mora, a barge passing on either side of the latter, and dragging her some distance, resulting in no serious damage, however.

The excursion business on the river has commenced, realizing its usual summer harvest and is receiving a liberal patronage.

There is comparatively nothing to be said in the way of charters, and it may as well be noted first as last that not a few craft will be compelled to go into ordinary, notwithstanding it is even mooted that parties, not to be convinced of the dismal prospect, contemplate the construction of another monster steamer in your city, which possesses only one good feature, that of work for the unemployed.

The Saginaw Valley has been released,and has reached Bay City.

Yesterday grain freights from this port to Buffalo had advanced ¼c. and two or more charters were effected. Also the schooner Persia, coal, Lorain to Sarnia, 30c.; the Grace Amelia, wood, from Bruce Mines to Thorold at $3 per cord; schooner Grace Murray, coal, from Cleveland to Cheboygan at 50c.; schooner Benedict, coal, Sandusky to Duck island, 50c.

The steamer Keweenaw is fitting out, and there is considerable speculation as to the route she will be placed in. It is thought, however, that she will go in Ward's Green Bay line.

H. E. Blanchard has sold the following vessels to the Blanchard Transportation Company, consideration not stated: Schooners Colorado, Billy May, Emerald, Florence M. Dickinson, Mary Barker, Geo. W. Bissell, Knight Templar, and Magnet; propellers Don M. Dickinson and Chief Justice Fields; tugs William Park and A. G. Bartlet.

Captain Connally, of the tug Admiral D. D. Porter, had the first tow of vessels down from Lake Huron to Lake Erie, and had the largest tow of the season up—five vessels, amounting to $583. The Crusader, Captain E. C. Garfield, had the largest tow of the season down, amounting to nearly $800.

HALL.

KINGSTON.

Captain Sheeley's new scow, the Alberta, built by Kingston ship-carpenters at Cape Vincent, under the superintendence of Mr. Robinson, has been launched. She is built of elm, her frames being of oak. Her length over all is 68 feet; beam, 18 feet; and depth amidships, 5½ feet; tonnage, 46.23 gross, and official number, 106,355.

The News says: The following tariff has been adopted by the tug owners in the Welland canal: For all craft not otherwise specified for towing from Port Colborne to Port Dalhousie and vice versa, light, 16c. per ton; loaded, 18c. per ton. Port Colborne to Thorold head lock and vice versa, 10c. per ton under all circumstances. Special rates for vessels less than 150 tons. Harbor towing at either end of the canal: Vessels under 140 tons, $3; 140 to 199 tons, $4; 200 to 249 tons, $5; 250 to 349 tons, $6, 350 to 399 tons, $7; 400 to 449 tons, $8.

After the dredging of the slip at the foot of Princess street is completed loaded vessels will be able to run up to the extreme end of the Queen street slip, as it has been considerably deepened. Where a depth of four feet of water formerly existed there will be thirteen feet.

Schooner Seagull, on her way to Cleveland from Ogdensburg with a load of iron ore, last week, ran on the Sow and Pig shoals, near the head of Wolfe Island. She is about a foot out of water at the bow, and rests easily. Her mate came to the city and procured assistance to have her released.

The new tug Rescue, built to replace the Sherwood, burned last fall at Deseronto, was successfully launched at that place on the 16th. She is considerably larger than the Sherwood, and is what the marines call a daisy. Geo. McAuley, of Kingston, will command, with Michael McFaul, of this city, as engineer.

BAILEY'S HARBOR.

The tug Morford came in here Monday from North Bay, where she has been working on the stranded schooner Moselle nearly a week. When the Morford arrived at the bay, the Moselle was capsized and in bad shape, as she had been exposed to several severe gales. Considerable time was lost in righting her when she was towed into North Bay, where two steam pumps were transferred from the tug to the vessel. The Moselle is owned by Miller Bros. and Captain Lane, of Chicago.

EAST SAGINAW.

Special to the Marine Record.

The steam yacht Chas. P. Fish that is running between this city and Saginaw City as a ferry boat, picked up the body of J. C. Cannon, a plumber of this city, who walked off the dock at the foot of German street on last Monday night in a state of intoxication. Captain Fish gets the reward of $50 that was offered, jointly, by the I. O. O. F. and A. O. U. W. lodges of this city, for the recovery of his body, dead or alive.

The steamer Sportsman that has been hauled out at the foot of Thompson street for the last two weeks, has been thoroughly overhauled and a new engine put in, and sold to Messrs. Upson & Leighton, of Mt. Pleasant, who, it is understood, will endeavor to make the Chippwa a navigable stream. The operation will be watched with interest.

The steam yacht Mary Bell, belonging to the Saginaw Street Railway Company is having concave sides put on her which will be a decided improvement in her appearance and buoyancy.

Captain Robert Midler, of the steamer W. R. Burt, has struck an idea that will prove a very convenient one to tug, barge men and others. A slate is hung up in a conspicuous place and a record kept of barges loading at the different mills and where tugs are at work at the hours when passed by the Burt. This will enable persons wishing to know the whereabout of the different craft to find out at any time the Burt is at her dock.

On Thursday last the barge Myron Butman, in tow of the tug George B. Dickson, got aground directly abreast and within forty feet of No. 8 dredge, belonging to Carkin, Stickney & Cram. The dredge men then put one of their dump scows alongside of the dredge, between the Butman's tug. The tug Maytham was called to her assistance, and the joint power was working for an hour without budging the barge Burt, but finally she moved, took a sheer and ran into the dump scow, which must be remembered, was directly in the channel, breaking two speeds on the dredge. The question now arises, who is to pay the damages?

There are now 10 feet 4 inches on the Crow island bar, it having filled up this spring 18 inches.

Vessel men should bear in mind that when loading their boats from below with stone or coal for this port that there are only 9 feet 6 inches on Carrolton cut for the present, and there were a number on only drawing 9 feet during the week. It costs money to have a loaded boat dredged even by tugs and a little thoughtfulness may save a great deal of trouble, time and money.

S. V. Haskell, Hosea Pratt, and Harry Shaw have purchased the schooner Dreadnaught. Terms private. She will be fitted up and used in the stone and gravel trade.

A party of twelve young men of this city, are thinking of chartering the steam yacht Magna, of Detroit, for a three weeks' cruise on Lake Superior some time in August.

It is rumored that the cooks on the tugs and dredges on the Saginaw river are going on a strike for wages.

The River line steamer Wellington R. Burt, belonging to Messrs. Root & Midler, of this city, and the yacht David Sutton, owned by Richard Armstrong, of Bay City tug fame, are waging war against each other, carrying dock wollopers. The Burt takes them down the river on her morning trip for 15c. and returns them free. The Sutton is doing likewise and there is no telling what the boats will be doing before my next.

SHAW.

CAPE VINCENT.

Special to the Marine Record.

The tug Curlew with schooners Jamaica and Jennie Matthews passed up the river, the tug returning with the schooner Belle Mitchell in tow for Ogdensburg.

Captain Wm. Sheley's scow was launched Saturday successfully and has been named the Alberta.

The schooners L. S. Hammond and Polly M. Rogers departed Sunday for Charlotte to load coal for upper lake ports. Ferry boats are now marking two trips per day.

The steamer St. Lawrence will commence running June 1st and be commenced as heretofore by Captain Estes. T. H. H.

GRAND HAVEN.

During the dense fog Monday morning the steamer H. S. Pickands, loaded with 1,150 tons of iron ore from Escanaba to this port, went on the beach about seven miles south of here. The tug Arctic was sent to her assistance, and pulled her off in a very short time. As far as can be ascertained she is not damaged.

ESCANABA.

The passenger propeller C. W. Moore ran ashore on Summer island Sunday night in the thick fog. The tug Joe Harris went to her assistance from Fayette. She runs between Green Bay, Escanaba and Manistee.

CLAYTON.

Special to the Marine Record.

The engine and boiler for S. G. Johnson & Son's new yacht has been put on board and the yacht will be completed as fast as possible.

Folgers Bros. of Kingston have put the steamer Princess Louise on the route from Kingston to Clayton. She arrives at Clayton at 7 p. m. and leaves at 6 a. m. via Gananoque.

The steamer J. F. Maynard commended the first of her regular trips from Clayton to Alexandria Bay. She will make two trips a day.

The engineer of the steamer John Thorn, John Udell, will arrive on Tuesday and get her ready for business.

Mr. Charles Calder, engineer of the steamer Escanaba, residing in Chicago, brought the remains of his wife to this place for burial on Saturday a. m. He has the symphathy of many friends in his loss.

The steamer Magic will make two trips a day from Cape Vincent to Alexandria Bay till the St. Lawrence goes on the route.

The steamer St. Lawrence put in an appearance on Saturday to receive her cabin outfit. She makes an excursion from Kingston on Monday, the Queen's birthday, the first excursion of the season.

The yacht Spry has received a new cabin, which improves her looks greatly. A trip through the river now is grand, the trees are beautiful.

B.

OGDENSBURG.

The schooner Franz Sigel, bound from this port for Cleveland with a cargo of iron ore, ran ashore on Charity shoal, about fifteen miles off Cape Vincent last week. She lies in about five feet of water; and is reported to be in bad condition. The tug Proctor, with lighters, went to her assistance from here. She is owned at Cleveland, and is valued at $7,000.

DULUTH.

The Herald says the John Martin brought a raft of logs down from the Nemaji river for Taylor and Fray's mill.

There is still considerable ice in the lower end of the lake, though the boats find little trouble in passing through it.

The men working on the coal docks received 35 cents an hour this spring for unloading coal. The dock whollopers get 35 cents.

The John A. Paige is off the boxes and was expected to start for the Brule river with a crew of men to engage in rafting logs.

The St. Paul of Ward's line, arrived from Buffalo with thirty passengers, mostly emigrants. Her cargo consisted of 2,000 barrels of lime, several carloads of merchandise and some furniture. She returned with 4,000 barrels of flour.

The propeller Northerner of Ward's line, arrived here light from Grand Haven. She took out 7,000 barrels of flour for Buffalo, and completed the load with copper at Portage lake and Marquette. She made eight trips between Grand Haven and Milwaukee but trade is rather dull there and she was ordered to take her place in the Lake Superior trade.

From the Lake Superior News we clip the following:

The propeller Egyptian on her way to Duluth, after leaving her consort at Ashland, ran aground on Raspberry Island and sprung aleak. She was gotten off without much trouble and is now at the dock of the St. Paul & Pacific Co. unloading.

The Onoko, in which Duluth vessel men have long felt great interest, as she is the largest vessel on the great lakes, is on her way here from Chicago light for a cargo of wheat. She has been chartered through J. T. Rose at 2½ cents., and will carry out of here about 85,000 bushels of wheat. Freights have never before been so low.

Some 24,600 bushels of wheat were loaded on the propeller Hecla at the St. Paul & Duluth elevater the other day. The conveyor belt worked much better than last season.

Captain Wilson, though he took the contract with the Minnesota Iron Co. at a low rate, will make a much better thing out of his contract than if he had waited until navigation opened.

On the up-trip propeller Graves was slightly damaged by ice and the vessel sprung aleak. It was soon repaired.

The Sault is now lighted with electricity. It is said to be an immense improvement over the old method of lighting.

The David Dows loaded iron ore at Two Harbors on Wednesday—the first load of the season. Everything worked to perfection at the ore docks. She was towed below by the Geo. Spencer, which carries 60,000 bushels of wheat. The Dows will run in Wilson's fleet during the year as the Ohio Central fleet has been disbanded and Wilson has the contract for carrying the O. C. coal.

BUFFALO.

Social to the Marine Record.

Now that coal is coming in and the big fleet has got away rates will stiffen up.

The new steel steamer Ticgs, of the Union Steamboat Company, will be ready for commission next week.

The rugular monthly meeting of the anthracite coal producers was held here on Wednesday.

Smith & Davis, underwriters, have paid Captain S. A. Murphy $10,000 for the release and delivery at Detroit drydock of the propeller Morley. A survey has been held and the hull found to be not so much damaged as was supposed. Captain Galvin will look after the grain, which was in her. The grain was insured in the Continental.

The preliminary steps in the organization of a vessel owners' association were taken here last week, a number of prominent owners meeting at the office of Anchor Line. Invitations will be sent to the principal ports on the lakes to co-operate. It is the object of the association to consider and take action upon all general questions relating to the navigation and carrying business of the great lakes and the waters tributary thereto, with the intent to improve the character of the service rendered to the public; to protect the common interest of lake carriers and promote their general welfare. The title selected is the Lake Carriers' Association. The following board of directors were elected: Washington Bullard, S. D. Caldwell, W. P. Henry, Frank Perew, and David Donaldson. This board has power to increase its number to twenty-one. S. D. Caldwell was elected president, Francis Almy secretary and J. C. Evans treasurer.

Captain Maythan's scow, of huge dimensions, built at the Union yard for the street sweepings will be launched this week.

The firm of Rodgers, Brown & Company has been reorganized and is known as Brown & Company, Edward Smith being the junior partner.

Michael Sheehan was instantly killed on Tuesday at the Erie elevator by being drawn into the leg by the suction. He was fifty-five years old and had been in this country but six weeks.

William Leman & Co., grain merchants of Buffalo, have purchased the wet wheat in the hold of the steamer Morley for $200, and are unloading her at the Detroit, Grand Haven & Milwaukee wharf, Detroit. The damaged grain will be shipped to New York and kilndried, so that it can be used for feed.

The old propeller Potomac, which is being cut down into a barge at the Union drydock, Buffalo, now has her lower work about done and will be out of dock in two weeks.

Last week Deputy United States Marshal A. F. Waite seized the propeller Passaic on a libel filed by Mr. Josiah Cook, proctor for the Union Steamboat Company. The seizure is made to secure the payment of a claim for $542.05 for damages to the schooner F. A. Georger, sustained in the collision with the Passaic in the Detroit River in 1883. The Passaic was bonded. It will be remembered that about two weeks ago there were ordered discontinued two suits in the Supreme court brought by the Union Steamboat Company against the Boston Marine and the Shoe and Leather Insurance companies of Boston. These suits were brought to recover the amount of two policies, about $1,500, because of the damages to the Georger. The actions were pushed for trial by Mr. Cook, but the insurance companies settled.

The fight over lake freights continues. The only real advance made was that to Racine at 60 cents in place of 55. The New York cleared for Chicago at the old rate, 50 cents. The Lehigh boats, Tacoma and H. T. Packer refused the rate, and will tie up. It has settled down to this. The coal men say they will quit shipping if they have to pay more, and the owners say they will tie up before they will carry at the present rate. The schooners Riverside and Richard Winslow arrived Wednesday the only ones since the middle of last week, all the others being propellers and lumber barges.

I.

MANITOWOC.

The schooner Grace Filer, light for Ford river, and the schooner H. Tabor, shingle-laden, for Chicago, collided in mid-lake Sunday morning, the former losing her cat-head, jibboom, and bobstays. She is also leaking. The injuries to the Tabor could not be learned, as the vessels separated immediately and a dense fog hid her from view. The Filer will dock here.

FRANKFORT.

Special to the Marine Record.

The tug Sharley Butler went to Manistee this week to have her stern bearings fastened. The schooners Mystic, Radical, R. Kanters, Ida Jane, C. Amsden, Maggie Johnson, S. Neelon, S. Marvin, R. Fryer, W. H. Gratwick cleared the past week.

CHAS. BURMEISTER.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XVIII.

In 1830 there were six steamers which comprised the Lake Erie Steamboat line, plying between Buffalo and Detroit. Captain W. T. Pease, who had previously commanded the Niagara, was promoted to the Superior in the place of John Sherman, Jr., retired. Two steamers were added to the line, which were arranged as follows:

Superior, Captain W. T. Pease; agent, O. Newbery.

William Penn, Captain J. F. Wright; agent, J. R. Dorr.

Niagara, Captain C. Blake; agent, A. S. Porter.

William Peacock, Captain John Fleeharty; agent, A. S. Porter.

Enterprise, Captain Geo. Miles; agent, Wm. S. Abbott.

Henry Clay, Captain Walter Norton; agent, D. G. Jones.

Navigation opened April 6, at Buffalo. The first boat, the William Penn, did not, however, arrive at Detroit until the 15th, which was two days earlier than the Henry Clay, in 1828, and thirty-eight days earlier than the Clay and Penn, which were the first boats in 1829.

The first arrivals and clearances in 1824 at Detroit were the schooner Salem Packet, Captain Ward, sailed for Miami April 3. The Fox arrived from Portland April 5. The Lake Serpent, Captain Burtis, arrived from Cuyhoga April 8. Steamer Superior, Captain Sherman, cleared for Buffalo April 14. Schooner Tiger, Captain Birdsall, cleared for Mackinac April 20; and the schooner Zephyr, Captain Hickox, arrived from Buffalo May 3.

Marine reporting at Detroit took its rise in 1830. J. B. Vallee, was a pioneer marine reporter and the records show that he was faithful in the discharge of his duties.

Of the line of steamers above noted, the Enterprise, 250 tons burden, was built at Cleveland in 1826, and the William Peacock, 120 tons, at Barcelona in 1829, both high pressure. In September, 1830, the Peacock exploded, soon after her departure from Buffalo, which resulted in the loss of fifteen lives, mostly emigrants. Captain John Fleeharty was in command; Thomas Wilkins mate; John Leonard engineer, and William Hinton the man at the wheel. This is recorded as the first explosion on the American side of the lakes. The steamer Adelaide, Captain Christie, which was also running this year between Chippewa and Amherstburgh, exploded in June, killing three persons. She was 230 tons burden, and low pressure. The Newburyport, of 75 tons, built at Erie in 1829, was designed to ply on the St. Joseph river between there and White Pigeon, and there served her time. Of those who were on board the Peacock at the time of her explosion, three are yet living. John Leonard resides in the far west. William Hinton lives near Erie, and Robert E. Roberts, a passenger, resides in Detroit.

At this period of history vessels had become numerous, including the schooner Aurora, Captain T. J. Titus; the Milan, Captain John Vail; Cincinnati, Captain Morris Tyler; Nucleus, Captain Judah Ransom; Governor Cass, Captain H. Whitaker; Columbus, Captain Sam Chase; Lagrange, Captain Dingley; Napoleon, Captain Hinckley; Guerriere, Captain Wadsworth; Louisa Jenkins, Captain Miller; Lady of the Lake, Captain Patterson; Telegraph, Captain Ben Napier; Conneaut Packet, Captain Gilman Appleby; Detroit, Captain Robinson; Pilot, Captain Arch Allen; Young Amaranth, Captain Aaron Root; besides a long list of others. The Erie canal opened this year April 30, and closed December 12.

Wm. S. Abbott entered into the forwarding business at Detroit, having purchased the unexpired lease of Brooks & Hawsthorn, and known as Berthelet's wharf. There were no records of freight quotations kept in those days. The principal articles of shipment were corn, fish, furs, whisky, lumber, and shingles, and the points of traffic between Detroit and Buffalo and all ports on Lake Erie. The return cargoes were merchandise and passengers, while there was an occasional clearance from Lake Erie ports and Detroit for Mackinac and Chicago, and the freights thus transported were flour, whisky, beef and merchandise with invariably small cargoes. April 8 the schooner Detroit cleared from Cuyahoga with a full load which consisted of 91 bbls. flour, 101 bbls. whisky, 63 bbls. pork, 51 bbls. dried fruit, 24 bbls. cider, and 16 bbls. beef. Captain Robinson sailed her. Vessels plying to Canada ports from Detroit traded to Goodrich, Penetanguishine and Drummond Island. Even at this early period Saginaw (Sagana) was not unknown, but was visited only by sail vessels. The schooner Eclipse, Captain John Shook, during the season, visited Green Bay with supplies on three occasions. The schooner Cincinnati, Captain Morris Tyler, made one trip to Grand River, Mich., with whisky, beer, plank boards, 350 bushels potatoes, and 87 cwt. iron, returning in ballast. Also three trips between Cuyahoga and Fort Erie with dressed hogs for the Montreal market. Considerable traffic was carried on by vessels trading between Malden and other Lake Erie Canadian ports to Fort Erie, which was the terminus for all freights destined to eastern Canada. From this point it was conveyed down the Niagara river to Chippawa, thence a distance of nine miles, by teams, to Queenston. The vessels owned in Canada and employed on this route were the full rigged Wellington, schooners Hope, Perseverance, Champion, Susan, Sterling, Lord Nelson, Elizabeth, Free Trader, Dauntless, and a few others. The steamer Adelaide was the only vessel of that class running on that shore during 1830. The emigrant traffic from Fort Erie to western ports was nearly equal to that on the opposite shore, which was chiefly of a foreign class.

The steamer Sheldon Thompson, Captain Augustus Walker, came out in 1830, but was not associated with the regular line, and made her first trip to Mackinac and Green Bay August 1 of that year. Her agents were Sheldon Thompson, Buffalo; Miles & Sheldon, Erie; H. Phelps, Grand River; C. M. Giddings & Co., Cleveland; C. Standart, Huron; J. W. Hollister, Sandusky; and W. S. Abbott, Detroit. She was built at Huron, was of 242 tons, low pressure, and carried three masts, the first of that rig on the lakes.

In 1831 the steamer Ohio, 187 tons, built at Sandusky, was added to the regular line, commanded by Captain W. Cahoon. The Thompson also came over to the majority. There were no changes of masters this year. The Peacock was withdrawn from this line and was transferred to a shorter route between Buffalo and Erie. The last steamer to leave Detroit at the close of navigation in 1830 was the Ohio, which cleared November 30 for Buffalo. Sail vessels, however, continued to navigate the western part of the lake until the early part of January, as it was an uncommon season for navigation. The schooner Napoleon arrived at Detroit from Buffalo December 15, and the schooner Antelope from Miami on the 4th of January

James McKnight, Ebenezer Johnson, Pratt, Taylor & Co., Smith & Macy, Townsend & Coit, Barker & Holt, Henry Root, and S. Thompson & Co., were forwarders at Buffalo in 1831. F. P. Browning and J. R. Dorr & Co., Detroit; Porter & Powers, Palmer (now St. Clair); Stephen Whitaker, Monroe; John E. Hunt, Maumee; Jonathan Burtch, Black River, Mich.; J. Hollister & Co., Perrysburgh; and Wm. Brown, Cotterville.

The steamer General Gratiot, Captain C. F. J. Allen, plied between Monroe and Fort Gratiot, calling at Detroit on Mondays, Wednesdays and Fridays. A notable event took place this year, that of communication between the upper and lower lakes, by the passage of an American and a British vessel from Lake Ontario to Lake Erie. There were the Jane Ann, British, and the Geo. H. Broughton, American. The Welland canal at this period was completed as far as Port Robinson on the Chippewa river, through which they passed to the Niagara river, and were thence towed by horses to Lake Erie. A party of gentlemen were on board either vessel with music and artillery to celebrate the event. This route was kept up until 1845 when the canal was completed at Port Maitland, on Lake Erie. The Erie canal opening was inaugurated in 1825, and in the celebration of that event a simultaneous discharge of cannon took place throughout the entire distance between Albany and Buffalo, at intervening points, during which a line of canal boats were enroute on the passage westward.

For several years considerable traffic was carried on between Buffalo and Port Robinson via Chippewa, commencing in 1831, by steamboats. Of those thus early employed were the Perseverance, sailed by Captain Sam Vary, and in due course of time by others; the Victory, Captain John Hibard; Caroline, Captain Jas. Ballantine; Emerald, Captain Van Allen; and Clifton, Captain Willoughby. The construction of a railroad on either side of the Niagara river made it no longer a paying business, when it was discontinued.

A rather unusual event transpired in September, 1831, by the fitting out and sending over Niagara Falls an old hulk called the Superior, which had served well her time on the lakes. A large concourse of people were attracted from all parts. She struck an island, a short distance above the precipice, and there remained for one month when high waters floated her. A similar event took place in September, 1829, by the dispatch of another old craft called the Michigan. She, however, broke in two, before reaching the final leap.

CHICAGO DRY DOCK NOTES.

Special to the Marine Record.

CHICAGO, May 23.

Since our last report the following work has been done:

MILLER BROTHERS' DRY DOCKS.

The steambarge G P. Heath was in drydock for repairs to her shoe and stern bearing; the steambarge Annie Laura for a new bow and stem and calking; the propeller Lora for a new Farrar & Treft wheel; the schooner America to get a leak stopped and some calking; the barge Alert for a new center board box; the propeller Vienna got her wheel fastened; the tug F. S. Butler got some calking; the Sturgeon Bay Company's lumber scow No. 2. was calked; the tug A. B. Ward had her stern bearing fixed at the derrick.

The propeller Favorite was in dry dock for some calking and stern bearing fixing; the schooners Clipper City and H. Rand for calking; Burdock & Co.'s three sand scows were in for calking; the iron steam yacht Cayuga for bottom cleaning and painting; the barge Advance and the schooner Harriet Ross for calking; the schooner Rosa Belle for calking and some new plank; the schooner Gesine to get a leak stopped; the tugs Union and Black Ball No. 2, to get their stern bearing fixed; the schooner White Cloud received a new main mast; the propeller A. J. Wright is getting a thorough overhauling and will be fitted out as a passenger excursion boat; the steam pleasure boat Josie Davidson was in dry dock, getting repairs to her port bow, damaged by collision with the steambarge R. C. Brittain. The firm sent eight ship carpenters to St. Joseph on Tuesday to assist in building a steam ferry boat for Messrs. Graham & Morton, to ply between St. Joseph and Benton Harbor. They also sent two calkers to Leavenworth, Kansas, to do some calking for the American Glucose Company.

CHICAGO DRY DOCK COMPANY.

The schooners Ida and Vermont went into dry dock to get leaks stopped; the propeller J. L. Hurd for a new stem; the steambarge G. W Markham for repairs to her shoe; the scow Magdalena had her decks calked and a new rudder stock; the schooner Kate Lyon got some new plank in her side; the schooner J. Kelderhouse had her center board calked; the schooner Clara got a new center board; the schooner Orphan Boy a new cat head, the schooner Thomas Hume some calking; the propeller Inter Ocean a new timber head and part new rail; the gospel ship, Glad Tidings, a new center board box and some repairs.

The barge Empire State was in drydock and got her bottom calked; the tug Bob Teed was in and had her rudder fixed; the schooner Peoria was in for calking and some new plank; the schooner Barbarian for bottom calking; the schooner G. A. Marsh got a new center board and a new fore topmast; the schooner Tracy a new foremast.

WILLIAMS.

LITERARY NOTICES.

THE JUNE ATLANTIC is a pleasant number with which to usher in the summer. One of the most entertaining articles in it is called "Dime Museums: From a Naturalist's point of View," by the Rev. J. G. Wood, the English naturalist. Kate Gannett Wells gives a picturesque description of Passamaquoddy Island and its hermit; there is an account of six months spent at Astrakhan, by Mr. Edmund Noble, who has just published a book called "The Russian Revolt;" and a paper on "Modern Vandalism," by Elizabeth Robins Pennell about Staple's Inn, London, and the church of Ara Cœli, Rome, both to be destroyed. A statement as to government by committee, at Washington, by J. Laurence Laughlin and "The Forests and the Census," by Francis Parkman, will interest students of politics. The three serials —Mrs. Oliphant's "Country Gentleman," Miss Jewett's "Marsh Island," and Charles Egbert Craddock's "Prophet of the Great Smoky Mountains," have all their usual interest. Dr. Holmes's "New Portfolio" is also as bright as ever. Houghton Mifflin & Co.

HARPER'S MAGAZINE for JULE is in every way a strong and intertaining number. The frontispiece is a remarkably good engraving by W. B. Closson from G. F. Watts's painting, "Paolo and Francesca," illustrating an article by F. D. Millet on the Watts Exhibition, in which the writer asks and answers the significant question, "What shall our artists paint?" This number contains the sixth part of Miss Woolson's interesting novel, "East Angels,", and the concluding part of "At the Red Glove," illustrated by C S. Reinhart. We are promised in the July number the first part of a new novel by W. D. Howells, entitled "Indian Summer." Mr. Millet's quaint and entertaining Baltic sketches are concluded. The number is especially rich in illustrated articles on American subjects. No brighter magazine sketch has ever been published than Mrs. Alice Wellington Rollins's "Ladies' Day at the Ranch" (in Kansas,) illustrated by Mr. and Mrs. R. Swain Gifford. "Knoxville in the Olden Time," by Edmund Kirke, is a well written sketch of much historical value, and entirely novel in its portraiture of frontier life in the Southwest. The illustrations of the article are from drawings by Howard Pyle. Bogota—the capital of the United States of Colombia—is the subject of an interesting sketch by Lieut. H. R. Lemly, U. S. A.—finely illustrated. R. F. Zogbaum contributes a paper, illustrated from his own drawings, entitled "A Night with the Germans," describing the military manœuvers of the German army in its Thuringian encampment.

CHICAGO'S NEW BOARD OF TRADE.

"Oh, papa," said the broker's little daughter, as they walked to the Lake Shore depot, "what a splendid building that is—that one with the clock in the steeple and the ship on top, and the stained glass windows, I mean. What church is it?"

"That isn't a church."

"Is it a Sunday-school room?"

"No, not exactly, my dear, though I believe the precious little lambs are sometimes taken in there."—*Chicago Herald.*

The collector's office at Tonawanda is under the charge of James Mulhall, who is assisted by Ed. Riesterer. Pat Scanlan acts as boat inspector. At a recent meeting of the Tonawanda lumbermen's association the following officers were elected: W. H. Gratwick, president; H. A. Crane, vice president; W. H. Cowper, secretary; Jas. A. Fassett, treasurer; T. S. Fassett, P. W. Scribner, A. B. Williams, H. M. Slocum, and J. S. Thompson, directors.

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Treasury Department, No. 92,
Washington, D. C.

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OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, May 20, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended May 16, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,355	----	Sl.	Alberta,	46 23	43.92	Cape Vincent, N. Y.
106.357	.....	Sl	Active,	6.51	6.19	New Haven, Conn.
135,840	.....	Sc.	Elsie Iversen,	80 65	76.65	San Francisco, Cal.
135,841	.....	Sc.	Flenora Hill,	19.27	18.31	New Shoreham, R. I.
100,380	.....	Sc.	Isabel,	8.94	8.50	Tuckerton, N. J.
76,575	.....	Sc.	J. Eppinger,	66.68	63 35	San Francisco, Cal.
91.761	.....	Sc.	Mary H. Thomas,	97.98	93.08	Gloucester, Mass.
130,334	.....	Sc.	Nellie A. Duff,	54.15	51.45	Port Clinton, O.
130,335	.....	Sc.	Nettie,	33 83	32 14	Pensacola, Fla.
150.350	.....	Sc.	Portland Packet,	95.34	90.57	Pembroke, Me.
110,669	.....	Sc.	Rosa E.,	40.45	38 43	Steuben, Me.
116,046	.....	Sl.	Seal Rock,	8.22	6.81	Newport, Me.
81,070	.....	Sc.	W. C. Brasher,	25.81	24.52	Handsboro, Miss.
81,071	.....	Sl.	Winona,	7 67	7.29	Port Jefferson, N. Y.
			STEAM VESSELS.			
106.356	.....	St. s.	Addie V.,	21.27	11.88	Cold Springs, N. Y.
3.316	.....	St. s.	B. Ingwersen,	41.78	30.39	Port Clinton, Ohio.
126,288	.....	St. s.	C. W. Hoyt,	35 30	17 65	New Haven, Conn.
120 614	.....	St. y.	Fortune,	3 47	1.97	Philadelphia, Pa.
76,573	.....	St. s.	J H. Devereux,	1618.63	1312.14	Cleveland, Ohio.
76 574	.....	St. p.	Jacob H. Tremper,	571 23	432.75	Albany, N. Y.
			UNRIGG'D VESSELS			
46,339	.....	C. bt.	John McArthur.	98.15	93.25	Whitehall, N. Y.

JARVIS PATTEN, Commissioner.